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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

COUNTRY East Germany

REPORT

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SUBJECT Description of the Section of Railroad Line between Blankenheim and Nordhausen

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brief description of the section of railroad line between Blankenheim and Nordhausen (line No. 201), East Germany, The document includes information on the following points: permanent way, description of the line, system of signalling, marshalling yards, servicing and repair facilities, and electrification of track.

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GERMANY (SOVIET ZONE)

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Description of the section of Railway Line BLANKENHEIM to NORDHAUSEN

In this report all distances are measured in Kilometres from HALLE Main Railway Station.

1. Permanent War.a) Rails.

- i) Gauge. Not stated.
- ii) Normal length, 15 m.
- iii) Screwed and secured [] with fishplates.

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2. Description of Line.a) Tracks.

Double tracks throughout the section.

b) Stations.

There are no new stations in the section.

c) Passing Loops.

- i) At 59 km to 60.5 km.
- ii) At 75.1 km to 80.8 km.
- iii) At 96.7 km to 98 km.

d) Bridges.

At 52.7 km Iron. Over a road Length - 45 m.
Width - 18 m.
Height - 10 m.

At 57.1 km Iron. Over the main road

SANGERHAUSEN to EISLEBEN Length - 70 m.
Width - 20 m.
Height - 12 m.

At 58.9 km Iron. Over a road Length - 40 m.
Width - 15 m.
Height - 8 m.

At 71.5 km Masonry. Over a road Length - 30 m.
Width - 12 m.
Height - 10 m.

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At 76.1 km. Iron. Over the main road

ROBLA to NORDHAUSEN. Length - 40 m.
Width - 25 m.
Height - 10 m.

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At 79.5 km. Iron. Over the main road

BERGA to KELBRA Length - 30 m.
Width - 15 m.
Height - 10 m.

At 89.6 km. Iron. Over a road.

Length - 25 m.
Width - 10 m.
Height - 8 m.

e) Tunnels. Nil.

f) Cuttings and Embankments.

Embankments only at bridges.

g) Gradients and curves.

There is a gradient of 1:865 from 66.3 km to 77.4 km.
No sharp curves.

h) Junctions and Spurs.

No Junctions but lines branch off at 59.5 km to ARTERN and at 79.7 km to KELBRA.

3. System of signalling.

Signals and points are mechanically operated throughout the section except in the stations at SANGERHAUSEN, ROBLA and NORDHAUSEN, where they are electrically operated.

Controls.

- i) At SANGERHAUSEN: control from Signal Boxes Snh, R4 and Snh A.
Control is centralised from signal box Snh.
- ii) At ROBLA: control from Signal Boxes RBa and B3.
Control is decentralised and operated by the Fahrdienstleiter.
- iii) At NORDHAUSEN: control from Signal Boxes Nordh, R2, R5 and S02.
Control is centralised and operated from the Signal Box Nordh.

4. Marshalling Yards. Nil.

5. Servicing and Repair Facilities.

a) Engine Sheds.

At SANGERHAUSEN. One semi round-house; frontage 60 m. Height 15 m.
300 men are employed.

At ROBLA. One round-house; diameter 40 m. Height 15 m.
200 men are employed.

At NORDHAUSEN. One semi round-house; frontage about 100 m.
600 men are employed.

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b) Cranes

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At NORDHAUSEN there are 3 steam cranes, of which, 2 are at the Goods ramp and one at the repair works for coaling locos.

c) Railway Workshops.

The repair workshops at NORDHAUSEN consist of [redacted] 3
sheds: dimensions of each:- Length - 70 m.
Width - 30 m.
Height - 15 m.

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also 4 sheds: dimensions of each:-
Length - 60 m.
Width - 20 m.
Height - 15 m.

6. Electrification of track. Nil.

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